



Regional Airport Planning Committee

October 15, 2013

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee
SUBJECT: Implementation of Regional Airport System Planning Analysis Work Plan

Background

At its May 14, 2012 meeting, RAPC directed staff to maintain the status quo approach to staffing the Committee, in lieu of more robust staffing proposals recommended. The Regional Airport System Planning Analysis (RASPA) included a proposed Work Plan to carry the RASPA Recommendations forward after completion of the study. Staff proposed several alternative approaches to staffing the effort, and RAPC adopted a modified version that included elements of Option 1 and 2 in the staff recommendation, which was the status quo without any airport funding of staff, and maintaining current regional agency staff levels.

Option 1 and 2 – RAPC continues largely as an informational forum until next RASPA update

- Quarterly RAPC meetings; schedule current topics of interest to Committee
- Follow up items from Fiscal Year 2011-2012, as needed
- Take legislative positions, as required
- Prepare annual Tracking Report (Completed in April 2013)
- Monitor developments at Travis AFB, Moffett Federal Airfield, out-of-region commercial airports, HSR, and General Aviation airports
- Discuss RASPA recommendations and traffic redistribution concept with outside groups
- Attend various outside meetings to keep abreast of issues (e.g., SFO Airline Delay Forum)

Work Plan Task Progress

Including the above tasks, staff and the airports have been able to make limited progress on some tasks from the broader RASPA work plan (full Work Plan attached), including:

Task 1: Quarterly RAPC meetings; schedule current topics of interest to Committee.

Meetings are held as needed to inform RAPC of important regional aviation developments. Staff recommends that RAPC meet annually each Spring to review the tracking report, and determine whether additional meetings are necessary and would be productive in advancing the objectives in the RASPA work plan.

Task 2: Air Passenger Survey (assumes airports fund and manage 2012 survey)

Objective: Conduct the next regional airport passenger survey at Bay Area airports as well as out-of-region airline service airports. The survey will provide essential information to advance the region's interest in air passenger redistribution and to improve MTC's modeling tools for assessing air passenger behavior in choosing airports and ground transportation modes.

No Progress since the April 2013 Meeting.

Task 3: Prepare Tracking Reports

Objective: The tracking report provides information on the accuracy of the latest regional aviation forecasts, progress with redistribution of air passenger traffic, and severity of delays at SFO.

The report was presented to RAPC in April 2013.

Task 4: Develop Regional Approach for Traffic Redistribution

Objective: Working with the airports, develop new ideas for programs and strategies that could help shift more airline passenger service from SFO to OAK and SJC.

At the last RAPC meeting the Committee discussed a letter from the Mayors of Oakland, San Francisco and San Jose to the FAA expressing support for the recommendations in the recently updated RASPA, and encouraging the FAA to support these recommendations, including greater use of demand management strategies, and development and deployment of Next Gen. Subsequently, airport staff reported to RAPC staff that this letter has not led to any further advocacy by the airports or elected officials in support of the RASPA objectives.

Also at the last RAPC meeting, the Committee discussed the importance of developing a consensus position of the committee for an approach to promoting flight redistribution between the region's commercial airports, including consideration of extra-regional airports. The Committee suggested that airline representatives attend a future RAPC meeting to allow the Committee to better understand the considerations that influence airline's scheduling decisions. Despite RAPC and airport staff's efforts, the airlines were unable to attend RAPC's October 25, 2013 meeting.

If the Committee wishes to discuss a regional consensus approach to achieving flight redistribution, staff extracted the following points from an earlier staff report that accompanied staff's final recommendation on the RASPA. These points focus on the limited regional mechanisms available to influence airline decisions about which airports to serve:

1. Regional plans should support the airport passenger distributions in Scenario B, as this Scenario performs the best in relation to the Study Goals.
2. RAPC could explore new ways to engage the airlines in discussions concerning regional airport capacity issues and regional interests in expanding the share of traffic served by OAK and SJC.
3. Working with the Bay Area airports, RAPC could develop a list of underserved airline markets at OAK and SJC and use this in advocating for needed service improvements with the airlines.
4. RAPC could also work with the Bay Area airports and the local business community to develop a regional marketing program to expand use of OAK and SJC by Bay Area residents.
5. Increasing ground accessibility to OAK and SJC by highways and transit will be important to attracting more passengers to these airports. RAPC supports ongoing and future transit and highway improvements to increase their regional capacity.

Task 5: Implement a Legislative Advocacy Program

Objective: Develop a legislative strategy whereby Bay Area airport capacity and delay issues are given greater attention in Washington and there is a unified Bay Area legislative approach to addressing important issues such as Reauthorization and NextGen.

In January 2013, MTC learned that a national coalition to advance NextGen had formed, led by the Port Authority of New York and New Jersey (PANYNJ) called the National Alliance to Advance NextGen (NAANG). MTC worked with PANYNJ to increase membership to provide greater lobbying clout in Washington for expediting upgrades to the nation's air traffic control system and achieving benefits for Bay Area airports. MTC's efforts focused on encouraging MPO's from other regions to join. BCDC staff continued this effort later in 2013, however the NAANG has gone dormant, because of lack of membership activity, and the PANYNJ withdrew its staff support to the project.

In addition to these advocacy efforts, MTC's legislative program continues to include the following initiative related to FAA funding:

"Advocate for increased long-term funding for the Federal Aviation Administration (FAA) to enable the implementation of the Next Generation Air Transportation System, known as "NextGen." The primary goals of NextGen are to enhance the safety and reliability of air transportation, to reduce delays in the nation's skies and reduce aviation's impact on our environment through more efficient use of fuel. According to FAA's latest estimates, by 2018, Next Gen will reduce total delays (in flight and on the ground) by about 35 percent compared with doing nothing. FAA further estimates a savings of 1.4 billion gallons of aviation fuel, lowering CO2 emissions by 14 million tons."

At this time, staff is pursuing legislative advocacy regarding aviation exclusively through the MTC legislative advocacy program.

Task 6: Airfield and Airspace Capacity

Objective: Monitor airport capacity and delay problems as well as implementation of runway and airspace improvements.

SFO continues to have regular meetings of the Delay Forum with the FAA and airlines to advance near term technologies to improve runway capacity and reduce delays (e.g., enhanced SOIA and implementation of FAA's Joint Order 7110.308 to reduce spacing between aircraft on dependent approaches to SFO's main landing runways 28L and 28R).

Airports Staff will update RAPC on Next Gen improvements that will increase capacity at SFO. No significant delays are occurring at OAK or SJC. RAPC staff will monitor activity and prepare an annual tracking report for RAPC's consideration at its April 25, 2014 meeting.

Task 7: Demand Management

Objective: Monitor the effectiveness of new demand management programs, both at SFO as well as other airports around the country

SFO's main focus is to up-gauge aircraft size in lieu of congestion pricing, which is not allowed under the current airline agreement. SFO has requested that airlines up-gauge equipment on flights. Airlines continue to make these decisions based on business considerations.

Nothing to report since last RAPC meeting

Task 8: Noise/Noise compatibility

Objective: Reduce long-term population exposure to airport noise, monitor the effects of air passenger traffic redistribution (to the extent that it is occurring) on airport noise levels at OAK/SJC, and have RAPC become more engaged in supporting ALUC decisions that would prevent new land use compatibility problems.

Nothing to report.

Task 9. Monitor and report to RAPC as needed

Ongoing. Current topics on the RAPC Agenda such as the update on SFO's Runway Safety Area project and SJC's construction activity are examples of the kinds of projects of interest that will continue to be reported to RAPC in the future.

Airports reporting to RAPC at its October 25, 2013 meeting. Chair Bates requested and update on the green house gas (GHG) emissions of the region's commercial airports.

GHG Emission's Summary. The update to the RASPA adopted by RAPC in September 2011 chose "Scenario B plus HSR" as approach to satisfy projected aviation demand. In brief, Scenario B includes the key strategies listed below.

- Significant redistribution of air passenger traffic from SFO to OAK and SJC
- Increased use of Sonoma County Airport to serve local air passenger demand
- New Air Traffic Control Technologies that have a high likelihood of implementation
- A robust Demand Management program at SFO
- High Speed Rail initial segment from San Francisco to Orange County

Scenario B with High Speed Rail was projected to achieve a 5.1% reduction in overall GHG emissions, if high speed rail was implemented (See following exhibit. The Bay Area Air Quality Management District's most recent regional GHG inventory completed in 2010, and used in the RASPA analysis indicates that commercial aviation accounts for 2.6% of the Bay Area's total GHG emissions. The most recent tracking report indicates that Bay Area commercial air travel is up a modest 3 percent from 2010 activity levels at 745,600 take-offs and landings, and well below the forecast for 2012 of 911,100 take-offs and landings or 83% of forecast activity levels. On balance, GHG emissions are up slightly over 2010 numbers, but constitute a very small (less than 3%) amount of the Bay Area total inventory. In addition, the airports are each undertaking considerable efforts to reduce the GHG emissions from ground operations, as was summarized for RAPC during the RASPA Update.

According to a recent report from the FAA, the US government already achieved significant reductions in GHG emissions from, and energy efficiency improvements in, the aviation sector over the past decade through public and private efforts. The FAA has set an ambitious goal of achieving carbon neutral growth for U.S. commercial aviation by 2020, using 2005 emissions as a baseline. Given current forecasts for aviation growth, this equates to about a 115 million metric tons (MT) reduction in carbon dioxide emissions from commercial aviation by 2020, and by extending those approaches further there could be an additional 60 MT reduction by 2026. These reductions are driven by several strategies, including improved aircraft and engine technology, operational improvements, alternative fuels, new policies, and better scientific understanding.

Even if Redistribution is Considered the "Baseline", the Scenarios Produce Significant Delay Reduction at SFO

Percent Change vs. 2035 Redistribution Scenario

Goal:							
Scenario:	Economy	Reliable Runways	Good Service	Convenient Airports	Climate Protection	Clean Air	Livable Communities
Metric:	Average Aircraft Delay	Average Aircraft Delay	Flight Frequency in Top 15 O&D Markets	Average Ground Access Time	Green House Gases (CO ₂)	Hydrocarbons (Nox+VOCs)	Population in 65 CNEL
Scenario A	-39.3%	-39.3%	0.3%	0.0%	-0.5%	-0.6%	-2.8%
Scenario A+HSR	-53.0%	-53.0%	4.5%	-1.9%	-5.1%	-5.0%	-7.6%
Scenario B	-42.6%	-42.6%	9.8%	-2.0%	-1.0%	-1.3%	-0.3%
Scenario B+HSR	-54.9%	-54.9%	14.0%	-3.9%	-5.6%	-5.6%	-5.6%

Impact vs. Redistribution		Improvement Criteria	
		Aircraft Delay	All Other
● High Impact		>= 50%	>= 10%
● Medium Impact		15 to 49%	5 to 9%
● Low Impact		< 15%	< 5%